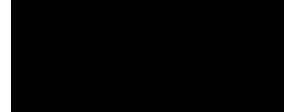
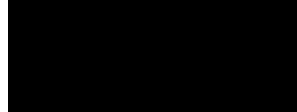


OneRail

America's future is riding on it.



April 24, 2012

Senate Appropriations Committee Chairman Daniel Inouye
Senate Appropriations Committee Ranking Member Thad Cochran
Senate Appropriations Subcommittee on Transportation Chairman Patty Murray
Senate Appropriations Subcommittee on Transportation Ranking Member Susan Collins
House Appropriations Committee Chairman Harold Rogers
House Appropriations Committee Ranking Member Norman Dicks
House Appropriations Subcommittee on Transportation Chairman Tom Latham
House Appropriations Subcommittee on Transportation Ranking Member John Olver

Dear Chairmen and Ranking Members:

As Congress considers Fiscal Year 2013 Appropriations for Transportation, Housing and Urban Development, and Related Agencies, the OneRail Coalition urges you to prioritize investments in rail infrastructure and operations that will create and maintain good domestic jobs, enhance productivity and the competitive position of the United States in the world economy, spur both near-term economic recovery and long-term prosperity, relieve road and air congestion, protect the environment, and reduce our exposure to volatile gasoline prices and our dependence on imported oil.

The OneRail Coalition urges the maximum possible funding be allocated to the following accounts:

- Amtrak Capital Grants, which are used to maintain existing equipment and infrastructure, invest in improvements that support faster, more frequent and more reliable service, replace the aging fleet of locomotives and passenger rail cars, fund safety and security projects, improve station accessibility under requirements of the Americans with Disabilities Act, and continue the development of a next-generation reservation system. Amtrak has requested \$1.435 billion for this account.

- Amtrak Operating Grants, which are essential to support the continued operation of the national intercity passenger rail network and the state-supported short distance routes. Amtrak has set ridership records in eight of the last nine years, and improved performance now enables it to meet 85% of its operating costs. This momentum must be continued. Amtrak has requested \$450 million for this account, \$16 million below their FY 2012 appropriation.
- High Performance Passenger Rail Grants, which will be used by States to accelerate ongoing projects and to advance other projects for which planning and environmental work is nearing completion. Funds are needed to provide a foundation for the rail supply industry to continue their investment in manufacturing capacity and job creation. \$1.050 billion for these types of passenger rail projects was authorized for FY13 in the Passenger Rail Investment and Improvement Act (PRIIA) (P.L. 110-432, Division B) in Section 301 (Intercity Passenger Rail Service Corridor Capital Assistance), Section 302 (Congestion Grants) and Section 501 (High Speed Rail Projects).
- Federal Transit Administration Formula funds, which support operations for hundreds of transit agencies across the country through grant programs such as the rail modernization program. As noted in the FTA's recent Rail Modernization Study, the Nation's seven largest rail transit operators (Chicago, Boston, New York/New Jersey, Philadelphia, Washington, and San Francisco) alone have a State of Good Repair backlog of over \$50 billion, which demonstrates the urgent need for funding this account, which was appropriated \$8.36b in FY2012.
- New Starts/Small Starts Capital Investment Grants, which are used throughout the country to leverage local investments to build and expand commuter rail, light rail, and heavy rail systems. There is tremendous demand for these systems – commuter railroads have skyrocketed in popularity, growing from 8 systems in 1980 to 29 systems in 2011, carrying passengers more than 35 million miles every work day. 30 projects are already in the Full Funding Grant Agreement, Capital Investment, and Project Construction process, and the pipeline behind those projects is growing every year. The Administration request of \$2.23b for FY2013 is required just to fund the projects already in the Full Funding Grant Agreement, Capital Investment, and Project Construction process.
- Competitive, merit-based, TIGER Grants, which enable States and local governments to build innovative multi-modal and multi-jurisdictional projects, frequently in partnership with significant private contributions. These types of projects are very difficult to fund through standard formula programs. In the most recent round of TIGER grants, 703 applications from all 50 States for \$10.2 billion were received, more than 20 times the \$500 million appropriated for the program in FY2012.

The OneRail Coalition commends the Senate Appropriations Committee for the Transportation, Housing and Urban Development Appropriations bill that it has reported to the full Senate by a bi-partisan vote of 28-1. While the measure does not fully fund all of the above programs, it is a balanced bill that makes responsible investments in our nation while living within today's budget constraints.

The OneRail Coalition believes that rail is a crucial component of an efficient transportation network that allows people and goods to move quickly to their destinations, enhancing productivity, creating jobs, and allowing America to remain the largest and best functioning economy in the world. A smooth logistics system with intermodal connectivity and without major chokepoints also strengthens our exporters' ability to compete in the global economy.

The nation's privately owned freight railroads are investing billions in their own infrastructure – over \$13 billion in capital spending in 2012 and more than \$490 billion since 1980 invested in infrastructure and equipment. While this will continue, public investments in rail transportation infrastructure are also critical to

spur economic growth and encourage new business development, which will add new jobs and expand employment opportunities throughout the nation. The record is clear that rail is safe, productive, efficient, environmentally sustainable, and promotes energy independence.

The OneRail Coalition thanks you for considering our thoughts. We would be pleased to discuss the benefits of rail investments in greater detail with you.

Sincerely,

Anne Canby
Director, OneRail Coalition

CC:
House Appropriations Committee Members
Senate Appropriations Committee Members

About OneRail:

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of a strong freight and passenger rail system. Our members include the American Public Transportation Association (**APTA**), American Short Line and Regional Railroad Association (**ASLRRA**), **Amtrak**, Association of American Railroads (**AAR**), Brotherhood of Railroad Signalmen (**BRS**), National Association of Railroad Passengers (**NARP**), Natural Resources Defense Council (**NRDC**), National Railroad Construction and Maintenance Association (**NRC**), Railway Supply Institute (**RSI**), States for Passenger Rail Coalition (**SPRC**), Surface Transportation Policy Partnership (**STPP**), Sheet Metal Workers International Association (**SMWIA**), Transportation Communications International Union/International Association of Machinists (**TCU/IAM**) and the United Transportation Union (**UTU**).

Our growing list of Associate Supporters includes **AECOM**, **Alstom**, **General Electric**, **HNTB**, **Parsons**, **Parsons Brinckerhoff** and **SYSTRA**. These global companies represent the engineering and manufacturing sectors that are an essential component of private sector job creation in the transportation industry in the United States.